The Marker Lamp

Volume 50 **Number 2** **Spring 2004**

Ken Ehlers' magnificent Sn3 railroad, The Pandora and San Miguel will be open for the LSR SuperTour and self-guided tours.

June 9-13, 2004

In This Issue

President's Message	3
Houston Metro Light Rail	4
"Mastering" Modeling	6
Gulf Coast Express 2004	7
Clinic Schedule	9
Division Reports	10
Southeast Louisiana	13
From the Past	14
LSR Convention Registration	15
Layouts to and from the convention	17
Hobby Shop Corner	18
Secretary /Treasure Report	18

The Marker Lamp

The Official Publication of
The Lone Star Region of The
National Model
Railroad Association

Volume 50, Number 2

EDITOR
CHUCK LIND
507 Kyle Avenue
College Station, Texas 77840
(979) 696-8862
E-mail: cr-lind@tamu.edu

ADVERTISING
Elbert Smith
518 Granada Drive
Garland, Texas 75043-5118
(972) 681-0117
E-mail: barbelsmith@earthlink.net

Visit the LSR's web page at:
www.lonestarregion.com

The editorial policy of **The Marker Lamp**, the official publication of **The Lone Star Region**, shall be to contribute, wherever possible, to the promotion, growth and understanding of the hobby of Model Railroading, within the confines of good taste and responsibility.

The Marker Lamp is published once each quarter by and for the members of **The Lone Star Region** of **The National Model Railroad Association**.

Articles appearing in **The Marker Lamp** are the opinions of the authors and do not necessarily reflect the position or policies of the officers or membership of **The Lone Star Region** or **The National Model Railroad Association**.

Address all correspondence, news, photos and drawings to the editor. All material will be gladly accepted and will be used depending on the availability of space and suitability of material. None will be returned unless a stamped, self-addressed envelope is provided.

Correspondence relating to Pike Ads, Dealer Ads, Address Changes and requests for extra copies should be addressed to **Elbert Smith 518 Granada Drive, Garland, Texas 75043-5118.**

(972) 681-0117

2003 Submission Deadlines & Advertising Closing Dates

Winter Issue.....January 15
Spring Issue .....April 15
Summer Issue.....**July 15**
Fall Issue.....October 15

Mailing Date:
Approx. 30 Days After Deadline.
Materials received after the deadline will be held for the next issue unless the author requests otherwise

Lone Star Region Call Board

LSR Officers

PRESIDENT
JAMES E. PACKER, MMR
3405 San Bar Lane
Colleyville, Texas 76034-8661
(817) 514-7291
E-mail: jim.packer@sbcglobal.net

VICE-PRESIDENT
GERALD H. SCHOENBERG
1039 Clinton Street
Carrollton, Texas 75007-4828
(972) 242-9053
E-mail: arrjerry@aol.com

SECRETARY-EMERITUS
EUNICE LINDA
3028 Cumberland
Waco, Texas 76707-1219
(254) 754-5535
E-mail: jlinda@hot.rr.com

SECRETARY-TREASURER
Elbert Smith
518 Granada Drive
Garland, Texas 75043-5118
(972) 681-0117
E-mail: barbelsmith@earthlink.net

TRUSTEE
JAMES E. PACKER, MMR
3405 San Bar Lane
Colleyville, Texas 76034-8661
(817) 514-7291
E-mail: jim.packer@sbcglobal.net

LSR Directors At Large

DIRECTOR-AT-LARGE
ROBERT (BOB) BRAY
1820 Spruce Lane
Benbrook, Texas 76126-3910
(817) 249-4965
E-mail: robert.l.bray@lmco.com

DIRECTOR-AT-LARGE
LOREN NEUFELD,MMR
9821 Oboe
Houston, Texas 77025-4707
(713) 666-8451
E-mail: lorenmr@aol.com

DIRECTOR-AT-LARGE
Wm. B. (BILL) DRYDEN, JR.
3125 Noble Lane
Garland, Texas 75044
(972) 414-8058
E-mail: bdr149@airmail.net

LSR Division Directors

COWCATCHER DIVISION (1)
JAMES (JIM) L. HOWARD
807 Keller Avenue
Benbrook, Texas 76126-3537
(817) 249-2361
E-mail: snrsarge@mesh.net

BAYOU DIVISION (2)
MARVIN ACKERMANN
1909 Bonnie Street
Metairie, Louisiana 70001-2706
(504) 837-0363
E-mail: (none)

NORTH EAST TEXAS DIVISION (3)
BILL MCPHERSON
4402 Vista Creek Drive
Rowlett, Texas 75088-1818
(972) 463-9721
E-mail: tpbill@attglobal.net

CEN-TEX DIVISION (4)
ROBERT B. (BOB) ALSTON, JR.
3405 Southwinds
Lorena, Texas 76655
(254) 857-3906
E-mail: drtrainrba@aol.com

DIVISION (5)
RONALD KUTCH
3611 Chicago Avenue
Lubbock, Texas 79407-4067
(806) 795-7517
E-mail: rkutch@hotmail.com

DIVISION (6)
FRED BOCK
5923 Windhaven Drive
Windcrest, Texas 78239-2132
(210) 653-5947
E-mail: fbocklsrdiv6@aol.com

DIVISION (7)
DON P. KIMMELL
9132 Mansfield Road
Shreveport, Louisiana 71118
(318) 798-7718
E-mail: prrdpkjr@msn.com

TEXAS GULF DIVISION (8)
JIM LONG, MMR
2404 Creek Ridge
Pearland, Texas 77581-5728
(281) 482-4987
E-mail: (none)

LSR Chairs

ACHIEVEMENT PROGRAM
AL BOOS, MMR
130 Surrey Lane
Universal City, Texas 78148-3938
(210) 658-4548
E-mail: AandVBoos3@aol.com

CONVENTION
BILL MCPHERSON
4402 Vista Creek Drive
Rowlett, Texas 75088-1818
(972) 463-9721
E-mail: tpbill@attglobal.net

EVENTS
JOHN HAWKINS
1723 Shuford's Ct.
Lewisville, Texas 75067
(972) 221-1250
E-mail: je.hawkins@comcast.net

MEMBERSHIP
PAUL RICHARDSON
849 Melrose Street
Garland, Texas 75040
(972) 485-4778
E-mail:
paul@purgatoryanddevilriver.com

NON-RAIL
VIRGINIA FREITAG
1835 Alta Vista
Houston, Texas 77023-2503
(713) 926-2993
E-mail: vgfreitag@msn.com

PUBLICATIONS CHAIR
CHUCK LIND,MMR
507 Kyle Avenue
College Station, Texas 77840
(979)696-8862
E-mail: cr-lind@tamu.edu

HISTORIAN
JIM LONG, MMR
2404 Creek Ridge
Pearland, Texas 77581-5728
(281) 482-4987
E-mail: (none)

PARLIAMENTARIAN
ED N. McCAMEY
Rt. 6 Box 11A-TW
Wills Point, Texas 75169-9717
(903) 560-0666
E-mail: emccamey@cheerful.com

WEB SITE
DUANE RICHARDSON
1122 Holland Drive
Garland, Texas 75040
(972) 495-6375
E-mail:
duane@purgatoryanddevilriver.com

EDUCATIONAL CHAIR
Elbert Smith
518 Granada Drive
Garland, Texas 75043-5118
(972) 681-0117
E-mail: barbelsmith@earthlink.net

CONTEST
LOREN NEUFELD, MMR
9821 Oboe
Houston, Texas 77025--4707
(713) 666-8451
E-mail: lorenmr@aol.com

DISPATCHER N/HO-SCALE CARS
EUNICE LINDA
3028 Cumberland
Waco, Texas 76707-1219
(254) 754-5535
E-mail:jlinda@hot.rr.com

NOMINATIONS
JOHN C. LINDA
3028 Cumberland
Waco, Texas 76707-1219
(254) 754-5535
E-mail:jlinda@hot.rr.com

PHOTOGRAPHY
MARK L. SCHROEDER
233 Kenmar Drive
San Antonio, Texas 78220-1609
(210) 333-1008
E-mail: mschroeder1@satx.rr.com

YOUTH
ROBERT (BOB) F. STANDLEY
P.O. Box 1116
Bastrop, Texas 78602-1116
(512) 303-1533
E-mail:
observationcar@earthlink.net

President's Message

by Jim Packer, MMR

Well, after a productive winter of modeling, spring is upon us, bringing with it all sorts of things to get in the way of what we would rather be doing. I just finished my annual several days of getting the yard in order and the flowers planted, and getting the garden up and running. Come June, the producer of Packer Pickles (that's me) will be working and slaving over a hot stove.

So much for the chit chat, by now, you have all had an opportunity to cast your vote for or against the NMRA's proposed Long Range Plan. I hope you took the time to express your opinion on the subject. One thing that hasn't been publicized is that the proposal must pass by a 2/3 vote of the ballots submitted. While the ballots will undoubtedly be counted long before then, the results won't be published until after the NMRA Board of Trustees meeting in Seattle at the 2004 national convention. For the decision to be official, the Trustees must certify the results of the ballot count.

Our sympathies and our support go to former LSR President Ed Quin over the recent loss of his wife of 51 years, Emelie Quin. For the last 5 years, Emelie struggled with cancer. She will be remembered in the LSR as a dedicated non-rail participant, present with her husband at conventions and other activities, always a supporter. We appreciate the work Ed has done for the region, and we share his loss.

We are looking forward to the 2004 LSR convention to be held in Houston June 9-13. This should be a really great convention and I encourage you to register now if you haven't already done so. There is still time to plan to be there, and you should find information and forms in this issue to help you. For those of you who are new members of the NMRA and/or the LSR this year, one of the greatest assets of region membership is the opportunity to participate in the annual convention. Come to Houston with us. Sit in on the clinics to hear advice and instruction from experts in model railroading. Visit as many of the layouts on the tour as possible. Check out the silent auction. Best of all, get to know the members and share stories with them. And, by the way, be there for the banquet and the breakfast.

Our speaker at the banquet this year is Charlie Getz. If you are a reader of "Narrow Gauge and Short Line Gazette" you should recognize Charlie's name as a regular contributor. Perhaps less know is the fact that Charlie Getz had a major role in writing, re-writing, and editing the new NMRA Long Range Plan, under the direction of the NMRA Board of Trustees. Charlie has a reputation for being highly entertaining. Don't miss him.

Another really satisfying part of any convention is the contest. I hear people say they don't enter anything because it is too much trouble. I hear that they don't feel their work is good enough. Others haven't built anything recently. Still others have never done so before, so they are hesitant to take the first step. Whether you have been around for a long time or are brand new to the hobby or the LSR, there is something in the contest for you. There is even a Best-of-Show award for the novice modeler. I encourage you to look at the LSR website and click on to the convention information pages. Look at "contest" and find the categories that fit you. Then . . . bring something with you. If you are hesitant to allow anybody to judge your work, bring it for the new "exhibit only" category. Keep in mind that if you earn 87 1/2 points on the judges score sheet, those points qualify you for a merit award to be used on an achievement award application.

Speaking of achievement awards, how are you doing on yours? There are 11 awards available, plus the Golden Spike Award and Master Model Railroader. If you are an armchair modeler who reads about railroading and comes to the meetings for the cookies, forget about the achievement program! If on the other hand, you build models, build layouts, serve the hobby, or run trains, there is an achievement award for you. You probably have already done a lot of the work. I would encourage you to get in touch with Al Boos, Achievement Program chair. Al will get the blank forms to you and help you with the process. You get to fill out the forms, a small price to pay for the right to receive the recognition you deserve.

All of this adds up to one thing. Model Railroading is a great hobby and we are all here to have a good time, so let's just do it!

View from the Spar Pole

By Chuck Lind, MMR

I cannot believe that it is almost time for the Lone Star Region Convention. It seems like just yesterday we were in Lubbock.

I will be open Noon to 5pm for those driving through this area on Wednesday and Sunday afternoon. Still working on the railroad, along with finishing some emergency house remodeling so not sure how much will be ready for the convention but we will have refreshments and make a nice rest stop before you hit the Houston traffic. Directions to mine and other railroads that will be open before and after the convention are listed in this issue of the *Marker Lamp*.

Our railroad is in a seperate 25'x30' building behind our home. I model in O/On3 (O scale, Narrow Gauge) and model California logging. I have a freelance logging railroad but use the West Side Lumber Company for much of my prototype information. Most of the buildings and rolling stock are scratchbuilt, with many of them contest winners. Trackwork is a combination of handlaid and some flex. Part of the layout is dual gauge O/On3. The studwall benchwork is complete and scenery is started in some of the areas. Will have some shays running and working the railroad, just not sure how far they will be going.

The Houston convention is looking to be a can't miss event. I hope that you have made your plans to attend and that you will bring something to enter or display in the contest room. As always looking foward to seeing many old friends and making some new ones.

HOUSTON METRO LIGHT RAIL

by David N. Currey

Houston Light Rail #107 crosses the cement pond downtown

The Festivities

It has finally happened: Houston is no longer the largest US city without rail transit. On January 1st, Houston Metro opened its first light rail route, called the "Red Line", that runs from the Fannin South Park and Ride to the University of Houston Downtown. It makes stops at such notable destinations as Reliant Park, the Texas Medical Center, Hermann Zoo, Hermann Park, the Museum District, Houston Community College Midtown, the new Downtown Transit Center, and Main Street Square featuring the water fountains.

John (Dan's brother) and Margaret Murdock and I were able to attend the opening day festivities. We began early with breakfast at IHOP around 8:30 am. Then we drove to the Fannin South Park and Ride for the 11:00 am opening ceremonies. Unfortunately, we found out when we got there that it was for big wigs only, and we could only observe from behind a barricade. However, we saw Mayor Lee Brown crash his light rail car #101 (named for him) through the banner. Kay Bailey Hutchison was present and at least another hundred and fifty other dignitaries. They left on a pair of two-car trains, and then we drove downtown to Market Square.

Service to the general public was to commence at 1:00 pm. While we waited at Market Square, several light rail vehicles were ferried north along the line, presumably to be ready for the beginning of service. I was able to board one being held at Market Square for a quick look around.

The Market Square ceremony featured speeches by Sheila Jackson and Lee Brown among others. Afterwards, there was a 15 minute water fountain display. The water shoots in arcs as high as 25 to 30 feet. There are light poles along both sides of the street for over a block that will undoubtedly illuminate the fountain at night. This is probably a first: a light rail line that goes through a water fountain.

Passing by a brass band playing ragtime, we returned to the car to head back to Fannin South. Upon arrival there, we found a long line of people snaking around the parking lot. Braving the line, we waited 2 hours and 10 minutes to board a train. "Train" seems to be the most common term I heard people use to describe these light rail vehicles. Official Metro publications also refer to them as "trains".

Finally aboard, the ride started out fine. Everyone had a seat, but by the second or third stop, it was standing room only. Soon after that it was pretty tight quarters even for those seated!

Making the turn at Braeswood & Greenbriar

It took us 49 minutes to traverse the line. The northern terminus at UH Downtown is probably another first in light rail construction: The line ends on top of a bridge! General McArthur said he did not know how to bomb one half of a bridge, but I wonder if he would have thought building a railroad just halfway across a bridge equally absurd? (Future planned additions will extend the line on over the bridge.)

We were put on buses for the return trip. This lasted exactly an hour by the time we disembarked at Fannin South. It was now dark. We drove back to the northwest side of town and dined at a Mexican restaurant at about 8:00 pm. It was our first food since breakfast.

Technical Aspects

The light rail shops are at the southern end of the line, just south of the Fannin South Park and Ride station and next to the ex-SP tracks. It features a balloon track running around the periphery enabling trains to be turned, however, since they are bi-directional, there is really no need to use it for this purpose.

Within the loop on the west side of the property is the big shop building. It has numerous tracks that go completely through the building. Inside are pits for working under the cars, elevated platforms for working on top, small turntables for turning trucks, and an air tight paint shop. The eastern most shop track has what appears to be a rudimentary station platform on the north side outside the building. This is possibly used for shop tours. On the east side of the property are several ready tracks.

The entire line is double tracked. On Fannin alongside the Reliant Park (Astrodome) complex, the line runs as double track on the west side of the street. When the line veers onto Greenbriar, it runs down the middle as double track. The Smith Lands station is on an island in the street. Where the line turns onto S. Braeswood, it cuts through a corner of an office building site. The curves on the line are relatively broad radius—not sharp like the old Houston Electric street car lines.

The line continues on north and rejoins Fannin by cutting the

Continued on page 5

Continued from page 4

corner through another piece of property. These instances of private right-of-way are all very short. Each of these first two are measured in dozens of feet. Once back on Fannin, the track runs down the middle again. At Holcombe, it proceeds underneath on the old street underpass. Except for the Main Street Bridge, this is the line's only significant change in elevation.

Medical Center stations are in the middle of the street as are most stations. Also in the Medical Center are the few instances where trains and vehicles occupy the same piece of roadway. There are a few left turn lanes that are on the track. This is also where there are many of the unusual train indicator traffic signals which have been commented on in the news media.

The line stays on Fannin through the Hermann Park/Rice University area, but just before the Museum District, the northbound route moves over to San Jacinto, while the southbound route remains on Fannin. This is the only place on the system where the tracks run on different streets. Both tracks go down the east side of each street. John and I had a discussion about why they chose which side of the street to put the tracks on, but couldn't come up with a good reason. It may have to do with which side of the street they wanted the stations to be on.

The two routes converge again at the 59 overpass. Here also is where the line heads across right-of-way that is not in the street. The Wheeler station is in the middle of a block the tracks cut diagonally across. The station here is not the normal layout. The platforms are outside the pair of tracks instead of between them. The Wheeler station is not termed a "transit center", but it does have a bus lane with five angled slots for busses to park.

Just north of Wheeler, the tracks enter Main Street and are laid down the center all the way to the bridge at The University of Houston Downtown. Crossovers are placed frequently along the route, usually very near a station. Most are a pair of single crossovers, but in places where there was insufficient room, double crossovers are used. Between Wheeler and the entry to Main Street is one such place—barely enough room for a double crossover.

The tracks head up through the Midtown area with several stops. I expect to see lots of restaurants and perhaps a movie theatre complex spring up in this still undeveloped area of town. Downtown stops include the new Downtown Transit Center, Main Street Square, and the U of H Downtown building.

There are a multitude of lighted signals, both for the trains and for vehicular traffic, along the line. Signals for the trains include a double target signal on a black pole. It will illuminate a white circular light, a white horizontal light, or a white vertical light. I am unsure as to just what these signals indicate, but I did notice that some appear to change exactly with the traffic lights at intersections. Also interesting were green lights embedded in the pavement at the switches. These may possibly indicate that the switch is lined correctly for the signal indication beyond the switch.

Signals to control vehicular traffic include the normal stop lights at intersections, but also railroad crossing crossbucks and gates. In the Medical Center are special lights that indicate when a train is near, and green arrows or red exes lit up to indicate whether a vehicle can enter a turn lane or not. Signs are also frequently found to indicate that turns are not permitted and where to stop at traffic signals and railroad crossings.

Modeling the Light Rail

Building a model of the Houston Light Rail line would be a daunting task with potentially impressive visual results. Operationally, however, it would be quite boring, so it would pretty much be a project for someone who likes to build urban scenery and model street cars or light rail. Trains would simply run up and down the track. No switching. No car cards. I believe that LRV's are available in HO scale, but a model of Metro's light rail line just wouldn't look right without the Siemens' modern light rail vehicles. These would have to be scratchbuilt, and would be a daunting task in themselves. At least six to eight of these would be needed. The boring operation could be handled by automating the operation through your PC, and if the models' operation is prototypically quiet, they won't interfere with your nap.

Such a model railroad would probably take up more space than you might think. You would want to model a representation of the shops and the Fannin South Park and Ride. You couldn't leave out the Reliant Park complex and Astrodome. These could be placed on the painted or photographed scenic backdrop. The Medical Center with the underpass at Holcombe is a necessity. The angled Wheeler station at 59 would be interesting. Perhaps the rest of the Midtown district could be eliminated or drastically compressed. Then you would want to have the Downtown Transit Center, Market Square, and the U of H Downtown.

The layout could be an around-the-walls design so that many of the larger buildings can be represented by being placed on the backdrop. For the downtown area, you would probably want to put the track along the front edge of the benchwork so you could actually see the vehicles between the intersections. Here, many of the tall buildings could be painted on the backdrop. The U of H Downtown would probably coincide with the shops loop on the lower level, so there might be considerable depth to the scene there. Perhaps part of the huge Amtrak station complex could be modeled here.

Don't expect me to build this layout. I fell asleep just thinking about the operation.

Mastering Modeling...Scratchbuilding

By MMR Tracy and MMR Terry Mitchell

Because this issue of the Marker Lamp is the LSR Convention issue, we are going to dispense with the modeling ideas and talk about past LSR conventions that both of us have attended Each of these conventions held fond memories. Some, for the contest awards we won, others for the layouts and clinics we saw at each location, but most are of the memories about the people we have met and hung out with at each show.

Let's start with the first LSR we attended; the Austin 1988 convention. We were "Wide Eyed" youngsters barely 30 years old. We knew a few members but not very many. When we first arrived at the convention hotel we went to pick up our packet at the registration desk. Eunice was working at the registration desk at the time. Without even giving her our names she said to us, "You two must be the Mitchell Brothers". We asked her "How she knew that since we have never met". She replied "I am the secretary. and I know everybody in this organization. Even the ones I haven't met yet". From that point on we knew at every convention we would ever attend, we would be among friends. The first night we spent in the contest room talking to Malcom Vordenbaum, Bob Barnett, and Steve Rowe about all kinds of topics, MKT, MoP, Track laying, and the "Old Timers". This is where we figured out that staying in the contest room was the place to be if you wanted to learn something.

Don Bozman and the Late Leroy King took us under their wings and let us follow them to the Layouts. I can't think of a better town to attend your First LSR than Austin. We got to see some of the finest layouts in the country; David Barrow, Chuck Ellis, Cyril Durrenberger. You can imagine our delight when we sat with Don and Bettye, and Leroy and Giesela at the banquet. Then to have one of us win the most popular model as well as sweep the novice awards. From this first show we decided to attend as many conventions as we could.

The Ft Worth Convention of 1992 holds a special place. This is where we met MMR Ken Ehlers the first time. We knew about Ken's modeling ever since we got into trains. We even saw him at 2 nationals (Houston and Denver) but never had the courage to formally introduce ourselves to him. We thought, What would a great modeler like him, want to meet us for anyway. Terry was looking at something in the Auction and he had a tap on his shoulder. It was Ken, introducing himself to Terry. Ken said he saw Terry's stock car model at the Denver National Convention and had wanted to meet Terry for a long time. What Irony! We started talking and talking and talking. Ken stilled lived in Bartelesville, Oklahoma at the time, He was in the process of changing from HOn3 to Sn3. We had just discovered Narrow gauge and had lots to talk to him about. It was much later we found we had met Ken many years before. Ken used to live in Houston. He was a band teacher, and when Tracy and I were in the 8th and 10th grade, he was one of the band teachers. We asked him why he wasn't teaching any more, and he told us, tongue perfectly in cheek, "It was kids like you!"

The Shreveport convention was the first place we got to help out in the contest room. The Freitag's were giving us a hard time about entering so many models in the contests, so Gil said to us, "If you two keep entering contests you could at least come in and help make ribbons." We have been in the contest room ever since then. This convention was also where we met Charles Goodrich and Randy James the first time. They too have become life long friends.

The Houston show in 95 was the first convention we had a hand in at helping out. We babysit the Contest room and also gave our first clinic at the LSR. The comments we got about the Clinic title has lasted with us forever. The Clinic was "Railfanning Where There Are No Rails". It was basically a slide show showing Colorado's abandoned Narrow Gauge, plus there was a bonus of many of the prototype things we like to look at. We still hear comments about the title from time to time. This convention, we both entered into the non-rail contest. We got a lot of ribbing about that. After we both were awarded ribbons, one of them blue, the tone of the ribbing changed.

After 95 we kind of dropped out of attending LSR conventions. We were getting into Narrow Gauge. At the time, our budget wouldn't allow 2 conventions in the same year. We picked the Narrow Gauge National for the next few years. Then in 99 when the convention rolled around to Houston again we attended that one. This was the first convention that we attended with Chuck Lind. We had met him prior to that at a Narrow Gauge convention, but this was the first LSR he attended after moving back to Texas. This convention was the one where the seeds were planted to try in earnest to get the rest of our certificates for MMR.

The 2000 convention in Austin had us in a non-rail clinic. We were building dollhouse furniture. Al Boos and Cecil Stewart were there with us, as well as all the other ladies. (We knew Al put on dresses from time to time, but weren't quite sure why Cecil, Tracy and I were there.) Cecil was sitting with his wife, so we got to tease him about not being with Al and us at the "Manly" table. It was really neat, having the ladies come up to us and admire our doll house tables. We heard comments like "Gee, I didn't know men could do such great creative work." Al Boos said "It's a model isn't it. How hard is that". It was a real surprise when Tracy won third place with his doll table. Another highlight of the convention was the dinner on the Hill Country Flyer. Sitting in the same car with us were a lot of people from the Houston area, Cecil and Brenda Stewart, and Ed and Mary Rains are a few we remember.

2001 brought us back to Dallas for the 50th anniversary convention. By far this was the best run convention of all time, or at least the ones we attended. We attended layout tours with Chuck Lind, and Ken Ehlers. I think that day we set the record for seeing the most layouts in one day. Ken can see many things that lots of people miss. He also knows what he likes, and what he doesn't like. He must hold the record for the shortest individual layout visit. We won't say how many minutes he stayed at one , but it took a stopwatch to measure it.

2002 was a very big convention for us. San Antonio, this is where we were awarded our MMR's. Two very good friends were awarded their's as well, Chuck Lind and Doyle Bond. Al Boos and his staff put on a great convention for us too. He had

Continued on page 14

Gulf Coast Express 2004

June 9th – 13th Convention

Bigger & Better This Year

Exciting new attractions have been added to the **2004 LSR/ Gulf Coast Express Convention**. ***1*** UP's **3985** Challenger Locomotive will be in Houston for the whole convention. ***2*** We have added **Ken Ehlers'** magnificent Sn3 Pandora & San Miguel RR to the **SuperTour**. ***3*** Through the support and cooperation of **GATS**, the first 250 people to register for our convention will get a FREE pass to their big Train Show Sunday, the last day of the convention. ***4*** Check out the "**Stop-Off Layouts**" article to see if there is a layout you can visit while traveling to and from Houston. (Stretch your legs and see a layout – WOW – what a concept!). ***5*** A new award has been established for ladies entering the rail contest. ***6*** Two more layouts have been added to the Operating Layouts list.

OVERVIEW

Our expanded convention is structured a bit differently from the norm, so here's a run down on the activities. If you come late, you miss a lot! We have set up several home layouts for you to enjoy on your way to and from the convention. **Registration** opens at 3:30 pm Wednesday - UP's **3985** can be viewed up close Thursday and Saturday, or chased under steam Friday and Sunday on her runs. - Wednesday through Friday a total of **35 Rail Clinics** will be presented. (See schedule for details.) - **Auction items** and **Contest entries** can be put in starting Wednesday at 7:00 pm. - The **Silent Auction** will end sometime late Friday afternoon, and the cut-off for entering contests will be Friday at 5:00 pm, with judging that night. Contest entries may ***NOT*** be picked up until after the Banquet, so there will be ample time to view the winning entries in the contest room Saturday. - Don't forget to register right away if you wish to **operate on layouts** Wednesday and Friday nights. Also note we have added two great narrow gauge layouts to the list of Operating layouts - Please note there is nothing scheduled opposite the extra fare "**Picnic and Train Rides**" event Thursday evening. - Saturday you have your choice of over **20 layouts** on the **self guided layout tour**, or turn the driving over to us for the **SuperTour** which will include 6 of the best layouts, 3 of which can only be seen on this bus tour. - The Saturday night **Social**, **Banquet**, and **Live Auction**, along with the Sunday morning **Breakfast** and **Meetings** are all scheduled as usual, - however we have added a Sunday morning **Bible Study**. - Usually that marks the end of the convention, but wait, there's more. For the first 250 registrants, you will receive a FREE pass to the **Great American Train Show** across town at the Pasadena Convention Center from 11:00 am – 5:00 pm. See lots of modular layouts and RR vendors. That's a $7.00 extra added value, plus parking for the show is free.

TABLE TOP MODULES

Remember that we would like you to build and bring a straight mini table top module in N, HO, or On30 scale. Essential corner modules have already been accounted for. That way you can participate with those from all across the LSR in the display room layouts. New contests and awards are in place for this popular new concept. Contact Kelly Russell 281-870-6259 or krussl@yahoo.com who is coordinator and must know by May 31st how many are coming. The layouts will be put together (as much as possible) Wednesday night because the display room will open Thursday morning. For building specifications, see previous Winter 2004 "Marker Lamp", or the web site. http://www.lonestarregion.com/convention/

OPERATING SESSIONS

We have added 2 new layouts to our list of operating railroads. (1) Barry Bogs' G, Gn3 Colorado & Western Railroad and (2) Ken Ehlers' Sn3 Pandora & San Miguel Railroad. These additions are included in the new registration forms. To be fair to all that have already registered and submitted preferences you can send an email tp the registrar rick_white@att.net changing your "whole" layout choice list (Names are A – J) rating them 1 to 10 In this order: A. Bryan, B. Bozman, C. Dannenbrink, D. Freitag, E. Rains, F. Wilson, G. Wright, H. Wyatt, I. Bogs, J. Ehlers. Drawing has been extended to May 31st. Note that all layouts are open both Wednesday and Friday nights, with these exceptions: Bozman, Wilson, and Ehlers Friday Only. Rains and Bogs Wednesday only. See ya behind the throttle.

Don't miss the world's largest remaining steam locomotive still in operation - in Houston - all during the convention and under steam.

CREW CALL FOR THE CONTEST ROOM

By Tracy Mitchell MMR Contest Chairman

For over a year now, I've been harping about how great it is to spend time in the contest room if you want to improve your skills as a modeler. You can do that this year by becoming a JUDGE, or HELPING OUT during the judging process. If you are inexperienced, don't worry. You will be teamed up with more experienced judges to help you understand the process. I'd like to say I can use everybody that asks, but if I did that, there will be no room left for the models, so as they say, Space is Very Limited.

To help in the contest, send me an email at traymit@netzero.net or better yet, talk to me or the vice contest chair, Byron Spampinato, at the convention. You guessed it, we'll be in the contest room.

CONTEST SCHEDULE

First, you should see this year's award plaques. They are beautiful, and would look great hanging on your very own wall. Contest entries can be put into the room starting 7:00 pm Wednesday It's important to note that the cut off time for your entries is 5:00 pm Friday. Judging this year will start Friday night at 7 PM. The contest room will open for viewing winning entries Saturday morning 8-10 am, and again before the banquet 5-7 pm. Contest entries will be picked up after the banquet, no sooner nor later. For lack of contest room security Saturday night, ***no*** models will be kept overnight. As usual the contest awards will be part of the banquet program Saturday.

NEW CONTEST AWARD FOR LADIES

The **Linda S. Little Award** is a new addition to the contest. Linda, who passed away unexpectedly this spring, was an avid modeler who had just completed the requirements for the Golden Spike Award. This new award will be presented each year to the highest scoring entry, in the Model Contest only, submitted by a woman modeler who has not previously scored higher than 87 ½ points. If there are no qualifying entries, no award will be given that year. The spirit of this award is to bring more women into the contests, and into the hobby of model railroading.

CLINICS

See page 9 for a full listing of clinics and times.

PICNIC AND TRAIN RIDE

Late Thursday afternoon all hotel activities come to a halt so you can make your way to Zube Park for the extra fare catered picnic at the home of the Houston Area Live Steamers railroad. Currently trackage is over a mile long with hopes that a 3000 foot expansion will be ready for the convention. Before and after eating, you can ride and ride and ride their trains, tour the facilities, get an up close look at real, but miniature, steam engines and listen to the owners explain how everything works. HALS has both steam and diesels for passenger and freight trains that will be running. In addition, a 250' long elevated Gauge One Live Steam Railroad, the likes of which you've never seen before, is on the premises for your inspection. Trains will continue to run after dark, which is really a lot of fun. Bring lawn chairs or blankets to sit on.

NON-RAILS

Don't forget to bring your entry to this year's Arts and Crafts Contest. The theme is **RED, WHITE & BLUE!** As to your schedule, make-n-take clinics with door prizes are Wednesday, Thursday and Saturday (see below). Friday is an extra fare, all day, trip to the Kemah Boardwalk for a luncheon and shopping. Back at the hotel Friday night will be the fun and outlandish "Styles of the 50's Ya Ya Style Show". Modeling will be done by convention attendees so we hope every one will participate. The Style Show will have any kind of clothes (dresses, etc) that were worn in the 1950's. Hats are required, but need not go with your outfit. There will be three categories for prizes. They are: Most Original, Most Colorful and Most Popular.

During off times and the Live Auction Non-Rails have their own room for socializing and games.

NON-RAIL CLINIC SCHEDULE

Wednesday	7:00pm	*Mary Rains*	Gardening Tips
Thursday	9:00am	*Brenda Stewart*	Boxes and Bags
"	1:30pm	*Laurie Lind*	Making Angels
Friday	10:00 am	Kemah Boardwalk Luncheon and shopping	
"	7:30pm	*50's Ya-Ya Style Show*	
Saturday	9:30am	*Norma Brignac*	Painting a Book Mark
"	1:30 pm	*Diane Tolley*	This and That

RECAP

Make your vacation plans now (set up those days off). Think about it; five days of railroading and friends! Isn't this the best $55.00 you could ever spend? Fill out the registration forms on page 15 and 16 of this issue or off the convention web site. (bottom of home page).

http://www.lonestarregion.com/convention/

Mark the calendar 6/9 – 6/13 Then also register for the hotel! Don't delay!

HOTEL INFORMATION

Make reservations direct

Holiday Inn Houston Southwest, 11160 Southwest Freeway, Houston, TX 77031-3698 near the intersection of Hwy 59 South and Beltway 8 (Sam Houston Toll way). It's recently remodeled with both indoor and outdoor pools, internet access, exercise gym, restaurant, bar, gift shop, and more.

The hotel's direct phone number is 281-530-1400, or you can call **1-800-230-8730**. We've obtained a great rate this year, just **$65.00** per night. Be sure to mention the code: **"LSR".** This reduced rate is good through **May 25, 2004**. The nights you want are Wednesday 6/9 through Saturday 6/12, ……or maybe Sunday night too.

Circumstances dictate a $25.00 surcharge with convention registration, if out of towner's stay somewhere other than the Holiday Inn Houston Southwest. Why? Because the sleeping rooms pay for the convention space. If you want lower registration fees, the only way to get them is by filling up the hotel.

Hotel Directions on page 14

2004 Gulf Coast Express / LSR Convention
RAIL CLINIC SCHEDULE

TIME	PRESIDIO	CHEYENNE	KINGSVILLE
WED			
7:00pm	**Architecture for Model Railroading** By Bob Barnett		
8:30pm	**Plastic…not just a way to pay for kits** By Tracy Mitchell, MMR		
THURS			
8:00am	**Colorado Railroads – Then & Now** By Tracy Mitchell, MMR	**Building PFE Reefers** By Mike Spoor & Tom Palmer	
9:30am	**Small Layout Design** By Kelly Russell	**Trestle-Building Hands-On Workshop** (2 ½-3 hrs clinic)$25. fee By Mike Barrett	
11:00am	**Weathering Freight Cars My Way** By Ben Pearlman	**(Continued from Above)**	
LUNCH			
1:00pm	**Casting in Urethane** By Barry Bogs, MMR	**Westside Lumber Co.** By Chuck Lind, MMR	
2:30pm	**Building Gondolas** By Duane Richardson	**Modeling Timber Trestles** By Mike Barrett	
4:00pm	**Programming DCC Decoders** By Jim Lemmond	**Plastic – not just a way to pay for kits** By Tracy Mitchell, MMR	
FRIDAY			
8:00am	**Scratchbuilding With Wood** By Chuck Lind, MMR	**Casting Structures in Hydrocal** (Hands-on) Limited to 5 participants By Paul Richardson	**Live Stock and Meat Packing Operation** By Steve Sandifer
9:30am	**Behind the Scenes at the *Narrow Gauge Shortline Gazzette*** By Charlie Getz	**Weathering With An Airbrush** By Dave Plummer	**Setting the Scene** By John Lowrance MMR
11:00am	**Painting Locomotives** By Charlie Goodrich, MMR	**Constructing, Painting, & Weathering Whitemetal Vehicles** By Al Boos, MMR	**Architecture for Model Railroads** By Bob Barnett
lunch			
1:00pm	**Advanced Techniques with Laser-cut Kits** By Charlie Getz	**T-Trak Modules** By Kelly Russell	**Live Stock and Meat Packing Operation** By Steve Sandifer
2:30pm	**Building PFE Reefers** By Mike Spoor & Tom Palmer	**Setting the Scene** By John Lowrance, MMR	**Casting Structures in Hydrocal** (Hands-on) Limited to 5 Participants By Paul Richardson
4:00pm	**Plaster Scenery** By Cliff Cheeseman	**DCC For Dummies** By Marty Naul & Steve Barkley	**Building Gondolas** By Duane Richardson
dinner			
7:00pm	**Casting in Urethane** By Barry Bogs, MMR	**Animation** By Leslie Eaton, MMR	
8:30pm	**Constructing, Painting, & Weathering Whitemetal Vehicles** By Al Boos MMR	**All About Rail-Op** By Phil Chamberlain	

Cowcatcher Division 1

by Jim Howard

I can't believe that we're into the second calendar quarter already. President Jim Packer always reminds us prior to report-due time. It is a good thing he keeps us on our toes; otherwise many of us would probably miss the deadline for sure.

Division 1 members have been fairly busy recently. The second quarterly meeting was held as planned on 7 February but with only 15 attendees this time. A longer than desired business meeting was held with the NMRA long range plan, once again, the main item of discussion. By now everyone should have received the ballot package and hopefully cast their vote. Neal Eccles, a British resident working in Fort Worth, gave a talk on British Railroading from early to modern time. Neal is a member of the LMRA RR club and takes more than his share of ribbing about "Brits" in general. The next Cowcatcher Division meeting is scheduled for 15 May at which time member Doug Watts will present a group of photo slides he took of railroading in the Pennsylvania and New Jersey area. In addition to being a super modeler, Doug's slides demonstrate that he is also a talented photographer.

LMRA President Dale Schmidtbleicher, his wife, my wife, and yours truly took in the remaining dogwood and spring flowers recently when we went to Palestine, Texas to ride the Texas State Railroad. Weather was perfect and the round trip train ride was most enjoyable. A group of local folk dressed in period western clothes robbed the station just before the train departed, and then jumped on the train no doubt expecting to clean out the passengers. Their efforts were for naught though because the "Marshall" and his "Deputies" also boarded and made sure the passengers were safe throughout the trip. This is a really neat bunch of people as they all took the time to wander through the cars, shake hands and converse with passengers young and old. We were fortunate in having the Baldwin 2-8-0 steamer pulling our consist. Those passengers riding the Rusk-to-Palestine run were not as lucky as power for their train was an Alco RS-2 road diesel. We were not able to find out if the 4-6-0, 2-8-2 and 4-6-2 locos were in the shop or not.

A fan trip on the Fort Worth & Western Tarantula train tentatively scheduled for 24 April was postponed when we realized this conflicted with neighbor Division 3's mini-convention scheduled for the same weekend. A replacement date will discussed at the May meeting..

Convention Commissioner, Bob Bray, has been busy with initial planning for the 2005 "Cow Town Limited" convention. The Holiday Inn-North is currently the selected site. "Currently" is the key word since contracts have not been signed and the Lubbock Group can attest to the fact that plans can change rather suddenly. The hotel facilities are more than adequate for a convention's needs, and the location is ideal since it is central to many layouts and within a half-mile of a BNSF rail-yard.

The Cowcatcher Division again participated in the North Texas Council of Railroad Clubs holiday train show in Fort Worth. In return for hours worked before and during the show, participating groups share in any profits realized. In the case of Division 1, the profit share was deposited with the LSR Treasurer and was allocated for use by the Division to cover expenses when they arise.

Once again Tim Blackwell is to be commended for his efforts in editing and publishing the Cowcatcher Round Up. Vol. 1, No 2, increased to 14 pages, and included several topical articles on Division 1 happenings, plus other items of interest to model railroaders in general. Tim has been successful in enlisting advertising from local hobby shops and clubs which hopefully will cover the costs associated with CCRU publication and distribution, which last issue included 325 copies. The Round Up is currently mailed only to active Division 1 members. In addition copies are placed with those hobby shops and other railroading points of interest. As an added bonus, the Gulf Coast 2004 crew has agreed to put a copy of the CCRU's upcoming special LSR Convention issue in convention packets in June. With the possibility of the NMRA LRP becoming a reality, the immediate growth in LSR and Division membership would make costs involving the CCRU, without advertising help, prohibitive.

No more news from N. Texas at this time. I, for one, have submitted my registration for Houston and have received confirmation from the registrar. Any Cowcatcher that hasn't been to a Houston hosted convention before has missed a lot of fun a great model railroading. Mark your calendar for the June and join us at the Gulf Coast Express. Until next time, don't act like Amtrak. Instead, "Keep-um on the rails".

Bayou Division 2

by Marvin Ackermann

No Report received

North East Texas Division 3

by Bill McPherson

On April 24 the North East Texas Division 3 hosted its annual Mini-Convention in North Dallas. Excellent clinics were presented by:

Paul Richardson – Casting Structures in Hydrocal

Duane Richardson – Scratch-Building Gondolas in Wood and Styrene

Bill Dryden – Fine Tuning Rolling Stock.

Twenty sales tables were loaded with a wide variety of railroad items. There were some really good bargains available. We appreciate the vendors for all of their efforts and time. Many come year after year to our activity.

A number of excellent models were judged in accordance with the NMRA Achievement program criteria. This afforded the modelers a good opportunity to determine what improvements might be made to their models if they should

choose to enter them in the LSR or National conventions. Thanks to Les Brandt, Elbert Smith, John Barkman, and Paul Richardson for making this important activity a success.

At a meeting of Division 3 members during the Mini-Convention, we discussed future plans for our Division and received an update on NMRA matters from Jim Packer, LSR President and NMRA Trustee. Thank you, Jim, for being a strong advocate for the LSR at the national level and looking out for our interests.

We sincerely appreciate James Peterson, owner of Discount Model Trains in Addison, for the major door prize which was a Kato Santa Fe SW40-2.

Finally we are always so grateful for Jack Leming who makes the arrangements with the Good Shepherd Episcopal School for a centrally located place in Dallas where we can hold our Mini-Conventions.

The Houston railroaders, enthusiastically guided by Don Bozman, are planning a *super* convention in June. Many of our Division members are looking forward to seeing our LSR friends in Houston. Bob Bray and Jim Howard are building a head of steam for their 2005 LSR convention in Fort Worth. They plan to provide an update at the June convention.

Cen-Tex Division 4

by Bob Alson, Jr.

The past three months have been fairly quiet on the central Texas front. Hopefully you have been able to get a lot of modeling time, as the weather hasn't been too good for anything else. I know that my home layout is now able to be run from point to point or in a show loop. That's been 2-3 years in the making, so this is a red-letterdate for the Hewitt and Central Texas.

I was honored to have some visitors recently. Division member **Chuck Wilson** and NMRA- potential LSR member, Bill Beatty met me in Temple to check out the Centra-MOD layout and then we took the short 25 minute journey up the road and through the countryside to see the progress on the home road. With some good imagination they could see where it is going. I think the double track helix with a 24-inch rise caught them off guard. Hopefully next time they visit there will be enough built to "wow" them.

If you haven't registered for the LSR annual convention yet you need to make that a priority. I can guarantee that the group in Houston is preparing a fantastic time of model railroading for us. They always have an excellent venue- layouts, clinics, operating sessions banquet and the best yet, the auctions. Don't miss it. It could be the most fun you'll have this year with railroad people.

I'm going to get a division gathering together for late May or early June. If you would like to be informed of the important info., let me know your current e-mail address. This sure makes it easy to notify everyone. It also saves us money in postage and envelopes.

See you at the division gathering or the convention.

Division 5

by Ronald Kutch

Amarillo:

President Jerry Michels reports the Spring is in the air! The modular layout is just about gone, some modules have been donated, some taken by members, and some just gutted and disposed of. The club is looking forward to completing the fixed layout in Amarillo.

Lubbock:

The local auction gave the local club a net profit of $28.78. During the month of March the club set up moduls at Godeke Library. In April the club set up at the Arts Festival in Lubbock. The turnout was great.

San Anglo:

Not much to report. The Christmas Depot was a large success with hundreds of children and adults enjoying the exhibits and layouts.

A recent class from the Goodfellows AFB Non Commissioned Officers Academy donated a day of their time to help label and catalog hundreds of artifacts at the San Angelo Railroad Museum. Over 50 NCO's donated their time as a class project. Their work was much appreciated.

An operating session was held at Lloyd Moore's where a number of G Scale trains ran on this beautiful outdoor layout.

Division 6

by Fred Bock

Summer is upon us in South Texas as I write this. At least, Summer in most parts of the country. Long about July and August it will be something else. As I tell my "yankee" friends: in Texas we have four seasons just like anyplace else: Fall, Spring, Summer, and H—!! (As in "hotter than . . ."). That phenomenon called "Winter" usually takes place on a day somewhere around January 15th, and then Spring starts.

The major news events for this column are the two train shows this time of year.

On the first weekend in February, the **San Antonio Model Railroad Association** (SAMRA) held their annual Model Railroad Jamboree and Train Show in the Live Oak Civic Center. What was different about this year was a considerably larger than usual number of portable layouts displayed (compared to previous years). I would be hard pressed to name every portable pike on display, but several of the major clubs in Division 6 were on display, including **the San Antonio N-Track**

(Corpus Christi area) HO modular layout (with many new modules), the ever-**popular San Antonio Garden Railway Society** (SAGRES) large-scale floor layout, and **SAMRA'**s own HO modular layout. I understand that this year's 2-day show was their most successful to date, and they plan a similar format next year.

Just in time for your tax refund, the **New Braunfels Railroad Historical and Modelers' Society** (NBRH&MS) will hold their annual train show on Saturday, April 17th. It will have past by the time you read this, but in past years they've always had a good number of vendors, lots of portable layouts, a 1:1 Usurious Pacific locomotive (will UP start charging train shows for displaying UP and predecessor models?), and their wonderful museum (with HO and N-scale layouts) in the old New Braunfels MP depot). If you are new to Division 6 and missed their train show this year, put it on your calendar for next year; meantime, it's worth a trip or the weekend to visit the depot, see the exhibits and layouts, watch mainline trains roll by right outside, and enjoy wonderful New Braunfels German atmosphere and food. The old MKT-MP crossing about 200 yards west of the depot has been restored and has been in operation for several years, so there's plenty of good train watching there.

Speaking of the UP: there has been a lot of debate recently in the NMRA and model railroad press about the state and future of the NMRA itself. The current situation, however, is one where the NMRA serves as one of the major voices for modelers nationwide. The actions of UP to charge for the use of its paint schemes - and those of its predecessor roads - seems silly, although there are certainly instances of other corporate logos being misused by less-than-scrupulous parties. Our membership in the NMRA preserves that voice when it is needed. Although, it must be noted, ALL model railroaders benefit from their activities, whether they are NMRA members or not. If you are reading this, you probably don't need to be reminded of this. For myself, I keep my membership because I'd rather be a participant in the process rather than a parasite on the results. After having served for four years as Division Director, I realize how hard it is to keep an organization running at all, let alone smoothly, with only part-time volunteer support. And I'm not the most shining example of it, either, I ruefully observe.

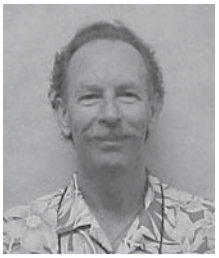
And with this column, my term as Director, Division 6 begins to come into the station for a crew change. If you haven't voted as you read this, and there is still time, by all means VOTE for the new Division Director of your choice. For myself, being Division Director has meant an opportunity to serve the hobby, and I still believe that the role of Director is service to the membership and the hobby as a whole rather than political posturing and bureaucratic burbling. (I'm a big fan of alliteration, as you can tell!). The best part has been the chance to get to know so many of you: some for the first time, some much better, and occasionally some perhaps a little better than we'd like!

My thanks goes out to many people who made this a pleasant time, specifically: **Doug Jackson** and **Chuck Lind** *(Marker Lamp* editors), **Charlie Spangler** (my Division Director role model) and **Dawn Spangler** (initiator of the Division 6 website), **Rick Whit**e (who corrected my HTML website errors), **Tom Crosthwait** (who gave me perspective), **Larry Redmond** (who put up with me on occasion!) & **Jim Packer** (who has continued to do so**), Gerald "Jerry" Schoenberg, Doyle Bond, and Elbert Smith** (for membership DB support**), Ing. Ezequiel Duran de Anda** de San Luis Potosi (un amigo estimado en la amistad de ferromodelistas) y los **todos ferromodelistamigos de Mexico**, **Bill Hounsell** and **Bill Manby** (electrical wizards, whose candid observations kept me honest), **Vic Benter** (my e-POC in "the Valley"), **Frank Jacobson** and **Duane Bell** (Rio Grande Valley Rails stalwarts), **Tom Fay** (genial host, tour guide, and POC for the CC Model RR Club), **Vince Smith, Clara Mae and Ron Marcotte, and Chris Goode** (for the Gulf & Western Club), **Lee Stewart** (for NBRH&MS), CenTex Division (4) Director **Bob Alston** (a "newbie" DD like myself), **Harold and Emily Scott** (chauffeur/co-pilot and traveling companions in my inaugural tour of Division 6), SANTRAK members **Bill Carpenter, Jim Ladd, Michael P. Gorczynski, and Larry Donsbach, Dr. Robert Stobbe** (for unheralded faithful service to NMRA as a whole), and **Al Boos** and the members of **SAMRA** (for making the San Antonio LSR Convention a success).

In the final analysis, the NMRA - and the LSR - and Division 6 - is about people, and their support. To quote the memorable words of former LSR President and Trustee Larry Redmond:

"Don't Just Belong - Participate"!

To all of you out there in Division 6: thanks for a great run! Hope to see many of you in Houston!



Division 7

by Don Kimmell

Hello one and all. We are now in the full glory of a typical Louisiana spring…flowers blooming, pollen flowing and blowing…the usual.

Okay, just what is happening around here? Well, the Ark-La-Tex Modular Club has done a couple of shows… the J.E.T.T.S. Longview show at the start of March…I was out of town, state, so I did not attend, but by all reports it was a very successful show, the crowds were up, the vendors were up and everyone had a good time. Then, the next weekend they went up to that Mecca of railroad history, Pine Bluff, Ark., for the Cotton Belt Railroad Historical Society's Annual Show. If you ever are in the neighborhood of Pine Bluff, please stop in their museum, for they have a collection of "TOYS" to die for. Plus, the building is the old backshop for the Railroad. Neat Place!!!! This coming weekend the Modular Club is going to setting up at "The Original ArkLaTex Gun and Knife Show" here in Shreveport. The show organizers have given us floor space to set up all the modules (36x48) to use as a recruiting device…maybe we can get a some new members…who know how to use firearms!!!! It is worth a try, they say they attract approx 5,000+ customers…so who knows. Then, the next show is in Fordyce, Arkansas…a small town festival, and we are the center of attention…besides, they, the town fathers

rent us rooms and feed us, plus give us some gas money…talk about fun….some times the Mayor will run us around town in his "official" golf cart. Very much a family weekend. And you should see the parade on Saturday; I have never seen so much logging equipment!

I received a very nice invite from the Oklahoma, Red River and Texas Model Railroad Club of Paris Texas for their show on May 1, 2004. Don't know a whole lot about this group, but a couple of the locals speak very highly of them.

I understand the Dr. Kamm has had a couple of serious operating sessions with some out-of-town talent attending—i.e.—a couple of the LSR officers, and they didn't even say hello.

We, The KCS Historical Society, have already started planning some improvements of the "Holiday Express"…an operating sky lift, skating pond, more building, the airport is due some traffic enhancements, more houses, a few new business are moving into town….and maybe, just maybe, Charles will get the trolley running!!!!

That is it for this end of the region, hope to see everyone in Houston.

Texas Gulf Division 8

by Jim Long, MMR

The San Jacinto Model Railroad Club in Houston held another successful Jamboree in March at the Humble Civic Center.

The Division is working hard on the upcoming LSR Convention in June. There will be the all the normal events that are expected at a convention (contest, silent/live auction, banquet, breakfast, layout tours, clinics, etc.) and a few surprises. This is an LSR Convention you don't want to miss. There is so much to do that an extra day has been added.

The only other Division event planned for this year is the annual meeting and picnic hosted by the Houston Area Live Steamers (HALS) at Zube Park in October.

We are sad to report the passing of Emily Quin, the wife of past LSR president and NMRA Southern Area Vice President Ed Quin in Houston. Our thoughts and prayers are with you Ed.

In Memory

Harold D. Conner, MMR
1-18-1909 to 11-19-04
Past President of the LSR

Emelie Quin
wife of Ed Quin
Former LSR First Lady

Southeast Louisiana Report

Gary McMills

Southeast Louisiana is quickly becoming an active area for model railroading with a majority of it being in HO scale. There is quite a bit of diversity in layouts ranging from C&O steam to Santa Fe on block control to modern heavy industrial switching using DCC.

During the 3 weekends prior to Christmas the Crescent City Club of New Orleans (HO scale) held an open house in order to raise funds for the club. Approximately 195 people attended.

Lou Schultz hosted an operating session on the afternoon on January 10, 2004. Lou's layout represents the Chesapeake and Ohio during the summer of 1949. On this layout steam is king with the layout being 99% steam. A large number of the locomotives have sound systems and Lou uses NCE/System one for DCC control. The layout operates multiple coal drags of 30 hoppers with a 2-6-6-6 Allegheny on the point and one pushing on the rear from Hinton, WV up the grade to Allegheny where the pusher is cut off. Many 1st class passenger trains are operated on schedule. For those whose interest lies with switching Lou operates a half a dozen freights with pickup/setout duties using car cards. Two branchline freights and passenger trains run the Greenbriar branch from Ronceverte to Bartow. At Clifton Forge there is a working hump yard. About half the layout is double decked. The layout is dispatcher controlled via telephones. Lou host operations approximately every six weeks and the layout supports 20 to 25 operators with ease. On Jan.10 these operators attended: Charles Erickson, Alan Robson, Bill Williams, Matt Hardey, John Miranda, Patrick Bono, Nash Bono, Mike Walsdorf, Marvin Ackerman, Mike Mule', Don Menard, Lou Bangma, Earl Hampton, Lee Gautreaux, George Simmons, Jack Shall, Tom Davidson, Charles Ake, Eric Dolittle, Tomcat Kelly, Jim Lofland, Wayne Robichaux, and Gary McMills.

The MidSouth HO Club in Baton Rouge is expanding its club layout by adding a 17x50 space. The new area will be double decked with two helixes. The layout will closely follow the old T&P route from Texarkana through Shreveport, Alexandria, Port Allen and on to New Orleans with two branchlines. The railroad is set in the modern era, uses RailOp and NCE DCC.

During the weekend of Jan. 23 the MidSouth Club operated on Richard Kamm's Sue Line R.R. in Shreveport, toured Jerry Schoenberg's Pennsy layout, operated on Jerry Hoverson's Rocky Mountain Central layout, Jim Norwood's KCS layout, the Lockheed Club's Gulf and Denver layout, and Chip Romig's Colorado and Silver River S scale layout. They also toured the South Side Modeler's Club layout in the old Sear's warehouse building in downtown Dallas. The Dallas group were wonderful host .

Editor's note; I received this atricle from Gary with a note asking if I could put this in the *Marker Lamp* since over the past few issues there has been no report from the Bayou Division and he would like to get the word out that they are alive and well.

Continued from page 6

Charlie Getz as the featured speaker. Charlie is a fascinating speaker, and he always has a humorous spin on the way things are. This year Charlie will be back to entertain us with more thought provoking wisdom that only someone from San Francisco can.

This brings us to 2004 in Houston. I know this one will be another great convention with all that Don and Loren have planned for us to do. But if you attend conventions for just the planned things, you are missing what conventions are all about. The real fun attending the conventions are the unplanned activities with good friends. Stuff like breakfasts with Tom and Patsy Patterson. Getting lost in Dallas with Ken and Chuck. Making doll furniture with Al Boos. Staying up until midnight in the contest room with Chuck, Charles, and Jim Long. Answering questions from a new modeler that wants to learn from you.. The spontaneity of the live auctions. These are what make the conventions so special to us. So come to Houston to see the planned activities, but also come for the fun of getting to know old friends better and creating memories that will stand the test of time.

FROM THE PAST (SPRING 1979)

By Jim Long, MMR

Mark Eskew, the LSR President reported on the Mid-Year B. O. T. meeting. Plans to encourage regional growth was underway. John Lott, the West Texas Director-at-large, is replanning our region's areas by adding two new areas: one will be West Texas and the other Louisiana and Mississippi.

In order to make the region's directors-at-large more effective, the BOD has agreed to amend the constitution to elect these directors for two-year terms instead of the current term of one year.

Gil Freitag, contest chairman, is coordinating the LSR contest forms to be compatible with the updated NMRA forms.

Mini-meets within the LSR are not sponsored by the region. However, to help cooperation between the hosting cities, the LSR has appointed Ben Pearlman of Houston as a clearinghouse agent for those cities scheduling mini-meets.

Up Carrollton way, the Clearfork and Southern Railroad was incorporated in April 1978. Scot Mason, President and General Manager, reports that the new railroad is well on its way to being in the black after one year of operation. The C&S provides the parent company, Texas and Montana Western (TMW), with coal and timber hauling capabilities. This will increase traffic on the TMW but there is a problem at the interchange. A 500 foot spiral will have to be constructed because the C&S is in a second floor bedroom and the TMC is located in the garage. For now, the Jolly Green Giant will provide 0-5-0 service.

For the second year in a row, somebody left the barbed wire fence down between the North Pole and Lubbock resulting in 7 inches of snow in Lubbock on the weekend of the Lubbock Model Railroad Club Jamboree. About 50 brave souls including Keith Gutierez and Jay Miller, the *Marker Lamp* Editors, Doctor Death from Louisiana, and Bad Bob Moore from Austin made it to the show. Several of the hardy folks braved the snow and ice for an evening of layout tours hosted by John Lott, David Nail, Doyle Davis, Tong and Rip Maples.

The San Jacinto Model Railroad Club in Houston held its eighth annual jamboree on Feb. 3rd. Over 1800 people turned out in the rain and cold for the one day show.

Company Store

Cars that are available:

	HO		N-Scale
Casey Lines	$7.00		$10.00
Crescent City Lines	$7.00		$10.00
Texas & African	$7.00		$10.00
Waco Austin & Bryan	$10.00		$10.00
Anniversary Car 1951	$12.00	per set	$45.00
Anniversary Cars 2001	OUT	per set	$45.00
ITC	$13.00	per set	$45.00
John Lott	$16.00		$16.00

Please add $4.00 for shipping

Check your layout and be sure you have one of each *special run* Region car. If not we can take care of the shortage post haste.

Eunice Linda, Dispatcher
3028 Cumberland
Waco, TX 76707-1219
254-754-5535
E-mail: jlinda@hot.rr.com

Eunice will also have this year's LSR car at the convention. It will be a 40' "Quin Lines" box in HO scale. Be sure and pick up this new car to add to your collection of LSR cars.

Hotel Directions
Holiday Inn Houston Southwest

11160 Southwest Freeway, Houston, TX 77031-3698
at Southwest side of Houston.

US 59 and Sam Houston Toll Rd.
(or stay on the freeway, wave at the hotel, and never get there)

On US HIGHWAY 59 (Southwest Freeway)

Heading South

Exit at the Beltway 8 Frontage Road exit. Stay on Highway 59 feeder road. Go straight past Beltway 8 feeder road intersection for another 0.3 miles. Holiday Inn is on the Right.

Heading North

Exit at FM 1092; Beltway 8 Frontage Road; Wilcrest; Murphy Road Exit. Stay on Feeder Road though two lights (Wilcrest/ Murphy and W Bellfort Road) Go exactly 1 mile. At the third light (Beltway 8 Frontage Road) U turn under Highway 59 (under spaghetti bowl). Stay on Highway 59 feeder road. Holiday Inn is on the Right. 0.4 miles

On SAM HOUSTON TOLL ROAD (BELTWAY 8)

Heading South

Exit at Beltway 8 Frontage Road (US 59) exit (if you're up on the spaghetti bowl, you missed the exit) Go 0.7 miles. Turn right on to the Highway 59 feeder road (Follow signs to Victoria) Stay on 59 Feeder for 0.3 miles. Holiday Inn is on the right.

Heading North

Exit at W Bellfort . Stay on the Beltway 8 feeder for 1.5 miles Turn Left at the Highway 59 Feeder Road (under the spaghetti bowl) Stay on the 59 Feeder road. Holiday Inn is on the Right 0.4 miles.

IT'S EASY! Reading about it the first time is harder than doing it.

Gulf Coast Express 2004
Lone Star Region Convention

Name of PRIME REGISTRANT: _____

Address: _____

City: _____ State: _____ Zip: __ __ __ __ __ - __ __ __ __

NMRA Membership No.: _____ NMRA Exp. Date: _____ / _____ / _____

Home REGION: _____ REGION Exp. Date: _____ / _____ / _____

Prime registrant to fill out only ONE of A, B, or C.

A. Current NMRA and Region Members:
$55 PRIME REGISTRANT (name at top) name for badge: _____

B. Current NMRA without region affiliation (includes Lone Star Region membership for one year for Prime Registrant):
$61 PRIME REGISTRANT (name at top) Name for badge: _____

C. Non-Member (includes NMRA membership and Lone Star Region membership for one year for Prime Registrant).
$99 PRIME REGISTRANT (name at top) name for badge: _____

For family members with the same address as PRIME REGISTRANT (no membership requirements):

$55 Adult family member, name for badge: _____

$55 Adult family member, name for badge: _____

$40 Minor child 11 and under (under 5 free), name for badge: _____

$40 Minor child 11 and under (under 5 free), name for badge: _____

OTHER COST (For details see Registration Form Page 2)
$25 Registration surcharge (Prime registrant only): Applies to those who do not stay at their own home nor at the convention hotel.
$21 Non-Rail Luncheon/Tour
$19 Super Layout Tour
$9 Picnic & Trains at Zube Park
$10 Operating Session deposit (refundable)
$29 Convention Golf Shirt - **ADVANCE ORDER ONLY!**

Prime Registration (see above for applicable fee).				$ _____
Registration Surcharge (if applicable)			$25.00	$ _____
Adult Family Member	Qty _____	@	$55.00 ea	$ _____
Minor Child	Qty _____	@	$40.00 ea	$ _____
Non-Rail Luncheon / Tour	Qty _____	@	$21.00 ea	$ _____
Super Layout Tour	Qty _____	@	$19.00 ea	$ _____
Picnic & Trains at Zube Park	Qty _____	@	$9.00 ea	$ _____
Operating Session Deposit	Qty 1____ 2____	@	$10.00 ea	$ _____
Extra Banquet Tickets @$27.00 ea	Qty _____	@	$27.00 ea	$ _____
Extra Breakfast Tickets @ $12.00 ea ..	Qty _____	@	$12.00 ea	$ _____
Convention Golf Shirts	Qty _____	@	$29.00 ea	$ _____
Total Amount Enclosed				**$** _____

Convention Golf Shirts
Advance order only

Shirt Sizes	Quantity
S	_____
M	_____
L	_____
XL	_____
XXL	_____

Please make checks payable to:
Texas Gulf Division

Mail to:
Rick White, Registar
LSR 2004 Convention
P.O. Box 427

Convention Hotel: Holiday Inn Houston Southwest, 11160 Southwest Freeway, Houston, TX 77031-3698

Phone 1-800-230-8730, Local Phone 281-530-1400, ask for LSR Rates - $65.00/night (cut-off date: May 25, 2004)

Gulf Coast Express 2004
Lone Star Region Convention

Registration Page 2

Other cost:
$25.00 Registration surcharge (Prime registration only)
Applies to those who do not stay at their own home or at the Convention hotel. Fact: The cost of convention facilities is primarily subsidized by convention hotel guest. Everyone attending will share in these benefits, so we're asking that everyone pay their fair share – hotel guest or not.

$21.00 Non-Rail Luncheon / Tour – Friday 10:00 am to 4:00 pm
A charter bus trip to the Kemah Boardwalk for a luncheon, shopping and FUN! The Boardwalk area includes numerous attractions: excellent restaurants, train rides, a ferris wheel, a carousel and souvenir stands. Only a few blocks away (the bus will take you there should you choose not to walk) are a wide assortment of shops; knick-knack, souvenir, candy, clothes, gift, even several Christmas stores!

$19.00 Super Layout Tour – Saturday 7:00 am to 5:00 pm
A charter bus to some of the finest layouts in the Houston / Galveston area. Included will be the spectacular new HO scale club layout in Galveston, the Galveston County Model Railroad Club's excellent N, HO, Lionel and G Scale layouts at the Texas City Museum, the new Texas Children's Hospital layout packed with animation and Gil Freitag's scenery, Gil's "Stoney Creek & Western", Harry Daniel's "Pecos River Division" featuring western scenery and a 900' mainline, and Ken Ehlers' magnificent "Pandora & San Miguel Railroad".

$9.00 Picnic & Trains at Zube Park – Thursday 5:00 pm to 9:00 pm
All LSR Convention attendees are invited to the "Houston Area Live Steamers" railroad at Zube Part for a catered cookout. Serving will began a 6:00 pm and continue until 8:00 pm. Trains will run from 5:00 pm until 9:00 pm. HALS has over 5000 feet of track, with a 3000 foot expansion now being laid. They have both live steam and diesel motive power as well as numerous pieces of rolling stock and riding cars. In addition, HALS has a 250 foot elevated Gauge One Live Steam railroad. Come for the food and fun! Bring lawn chairs or blankets if you have them available.

$29.00 Convention Golf Shirt - AVAILABLE FOR ADVANCE ORDERS ONLY!
This is a dark blue golf shirt with pocket, with the GULF COAST EXPRESS 2004 Convention logo on the upper right side of the shirt front. Available in sizes: Small, Medium, Large, X-Large, XX-Large, XXX-Large.

Operating Sessions

$10.00 Operating Session deposit (per session), refundable at the operating session
Houston is fortunate to be the home to numerous fine operating layouts, which are listed below. Further information on each layout is available in the *Marker Lamp* or on the website. Operating sessions will be held on Wednesday and Friday evenings at 7:00 pm. YOU MUST INCLUDE A TEN DOLLAR ($10.00) DEPOSIT FOR EACH OPERATING SESSION YOU PLAN TO ATTEND. Your deposit will be refunded at the operating session. No-shows will forfeit their deposits.

PLEASE FILL IN YOUR NAME AND CONTACT INFORMATION BELOW, INDICATE WHICH EVENING(S) YOU WISH TO OPERATE, AND NUMBER THE LAYOUTS IN ORDER OF PREFERENCE. Rather than using a first-come, first served basis for assigning layouts, we will have a drawing on May 31st to determine who gets to go where. Requests received after that date will get their highest choice that is still available.

Name: _____

Address: _____

City: _____ State: _____ Zip: ___ ___ ___ ___ ___ - ___ ___ ___ ___

Daytime Phone Number: _____ Evening Phone Number: _____

Choice of evenings: Wednesday _____ Friday _____ Both _____

Choice Number	**Railroad Layout**
_____	Peter Bryan's "West Virginia Western" (W, F)
_____	Don Bozman's "*Great* Great Northern Railway" (F)
_____	Bob Dannenbrink's "C&NW and Soo Line Prototype" (W, F)
_____	Gil Freitag's "Stoney Creek & Western" (W, F)
_____	Ed Rains' "Cotton Belt" (W)
_____	Randall Wilson's "Southern Pacific – Lufkin Subdivision" (F)
_____	Bill Wright's "Green Bay Southern Railroad" (W, F)
_____	Frank Wyatt's "Union Pacific Terminal Railroad" (W, F)
_____	Barry Bogs G/Gn3 "Colorado & Western" (W)
_____	Ken Ehlers Sn3 "Pandora & San Miguel" (F)

Mail to:
Rick White, Registrar
LSR 2004 Convention
P.O. Box 427
Chappell Hill, TX 77426-0427

Layouts open to and from the LSR Convention

Jerry Turner-Lovelady Open June 8-9 9am to 1pm June 13 after 1pm will also be open Monday June 14. Florence and Cripple Creek Railroad is a freelanced HO Standard gauge railroad that once ran in Colorado, but with lots of artistic license thrown in. Mountain scenery is about 75% complete and all track is in place. Logging, coal mining with lots of switching. Digitrak controlled all steam power. Set in the 1930's. Off I 45 take the Crocket exit in Huntsville Highway 19 and Highway 30 East bypass around Huntsville follow Hwy 19 through Trinity and into Lovelady. In Lovelady turn left at the caution light cross the UP tracks and follow FM 230 toward Weldon and the Eastham prison farm for 7 miles turn right on FM 2915 go 3 miles look for a sign saying 3T Ranch also a small railroad crossing sign there will be an abandoned house on the right. Turn right on the dirt road cross a small wooden bridge and cattle guard house will be on the left approx. .6 miles down the dirt road. My phone number is 936-636-2341.

Steve Barkley-Beaumont Open June 9 from 10am until 5pm. 2 Layouts HO scale models the Northern Pacific and loosely based on the Billings-Livingston area of Montana. Layout is 17'x24' and models the 1956 eara featuring both steam and diesel power. Controlled by Digitrax and all have sound. 80% scenicked and mainline is fully signaled with operating 3 color semaphores. Layout was featured in the September 2003 Model Railroader (Hi Tech Layout). Also has a G Scale layout around the pool in the back yard. Go to Beaumont. From Interstate 10 take the US 69 exit north towards Lufkin. Just after that exit take the Delaware Street exit off US 69. Turn left (west) on Delaware. Go west and you will see a red light at the intersection of Delaware and Lucas. Go through the light and turn left at the second street on the left which is Edson. Go two blocks on Edson and turn on Regina. Go several blocks until you just pass the Regina Howell Elementary School. Turn left at the next street which is Belvedere. 2060, second house on the left. Call if you get lost 409-898-4403.

Chuck Lind-Bryan/College Station Open June 9 from Noon until 5pm and Sunday June 13 from 1pm until ??. O/On3 logging railroad set in the 1930's. I model California logging and use the West Side Lumber Company as my main prototype, lots of shay power. Studwall benchwork is complete and roadbed and track is being laid. Features dual gauge track on part of the layout. Scenery is just starting so do not know how much will be done. Many prize winning buildings, dioramas and rolling stock. Located on the second floor of a 25'x30' building behind our house. From the Waco area take Hyw 6 (NOT BUSINESS 6) take the Hwy 30 Huntsville exit and turn right at the light (west) stay on Hwy. 30/Harvey road until the 5th stop light which is George Bush, turn right on George Bush go 1.1 miles to the stop sign. Go through the stop sigh and take the first street (.3 miles) to the right which will be Kyle. Go past the park and we will be the third house on the left at 507 Kyle. My cell phone is 979-219-3305 if you have problems. If you are driving down Interstate 45 take the Hwy 21 exit off the interstate and go west (approx 30 miles) until you reach Hwy 6 as you come into Bryan. Turn left (south) and get on the by-pass and then follow the same directions listed above exiting on Hwy 30.

Craig Brantley-Spring Open SUNDAY ONLY June 13 from 11am till 5pm O/On3 The D&RGW -Spring Division is a freelance Colorado narrow gauge railroad with a standard gauge interchange. The layout is in a 32' x 21' room above the garage. 100' of dual gauge track and a 6 track narrow gauge staging yard are operational. The narrow gauge line will have 250' of track when completed. The layout features; walk around design, stud wall benchwork, EasyDCC wireless throttles and Phoenix DCC sound. The layout is in its second year of construction. No scenery yet. Directions: I-45 North Exit Louetta Rd (from North or South). Head west on Louetta Rd. (2.6mi) to Cypresswood Glen Drive and turn right. Proceed to stop sign at Forest Drive. Turn right on Forest Drive and proceed to Treetop Lane (road turns left). Follow Treetop to Sagecombe Lane (road turns left). Proceed to Sagecombe Court (cul-de-sac). House is on the corner.) 20403 Sagecombe Ct. Spring, TX 77388Entry to the layout is in the garage.

Barry Bogs MMR-Spring Open Wednesday June 9 from 1pm to 6pm and Sunday June 13 from 11am to 5pm G/Gn3 The Colorado & Western is a freelance narrow gauge railroad based the D&RGW. The layout occupies 1000 sq. ft. of the second floor. Features include; scratch built locomotives and rolling stock, Colorado scenery, 17' long Lobato trestle that spans the entry foyer, 12 track roundhouse, large yard, dual gauge track, and hidden storage tracks. Using RailOP software,
EasyDCC and Phoenix DCC sound for operations. Scenery is 70% complete. Directions: I-45 North Exit Louetta Rd (from North or South). Head west on Louetta Rd to Champion Forest Drive. Turn Right on Champion Forest and proceed to Pine Thistle. Turn right on Pine Thistle to 8202 Pine Thistle. House is at the end of the street on the left side. Enter through the front door. ***Please do not slam the door*** trains running overhead**!**

Are you interested in Narrow Gauge?

Two new groups are forming

Frolin Marek from San Antonio has started a couple of Narrow Gauge groups. These are not clubs but just an effort to allow modelers who are interested in Narrow Gauge be it EBT, Pennsy, Colorado, Maine or Alaska to share some of there interest. No rules or dues just a listing of those folks around Texas. The other group is a Yahoo Group of Texas Narrow Gaugers on the web. For additional information contact Frolin at 210-655-1400 enevings or visit his web site at www.Frolin.net

Hobby Shop Corner

By Carl Lester, Owner Lester's Boxcar Works

The **"NEW" HO, HON3, O, ON30,** and N scale models listed below have been released or are due to be released soon. Check your local hobby shop or model train store to get a look at these outstanding models.

ATHEARN GENESIS: ATHEARN RTR:

Check your local hobby dealer for the availability of these products.

ATLAS: HO Scale: http://www.atlasrr.com/

Atlas will be releasing the H24-66 Trainmaster locomotive with sound and without sound. This will be their first venture into the realm of sound equipped locomotives.

ATLAS: N SCALE: http://www.atlasrr.com/

Check he Atlas web site for locomotives and rolling stock release dates:

INTERMOUNTAIN RAILWAY COMPANY: http://www.intermountain-railway.com/

N SCALE: FT locomotives A/B sets, numerous road names.

MICROTRAINS: http://www.micro-trains.com/

N SCALE: FT locomotives A/B sets, numerous road names. Rolling stock

BACHMANN SPECTRUM SERIES HO, ON30: http://www.bachmanntrains.com/ *Bachmann has released pre-production pictures of the ON30 Climax locomotive. Check their web site for the pictures. They have released the G scale Gas Mechanical locomotive check your local G Scale dealer for availability and prices. Bachmann is very mum about the future release of the HO Climax locomotive, the story I was about the release was sometime near Christmas but they would not say which year.*

BROADWAY LIMITTED: http://www.broadway-limited.com/index.html **Check the BWL web site for the new Release dates for their locomotives. Also check the web site for the scheduled "price increase" scheduled for 2004.** ***SP AC4, AC5 Cab Forwards*** *have been released. Not being an SP expert I thought the locomotives looked great, operated well and has very good sound, but as I was informed by a true SP rivet counter the locomotives are close but do have a few errors…check them out.*

Mikado 2-8-2 Heavy: *Available*

EMD E7A/B SP: *the second run of the SP E7 A/B Daylight Locomotive set has been released and should be in your local hobby shop soon. I have one problem with the second release: BWL release two A units with different road numbers but only one road number for the B unit. So if you wanted two A/B sets with different road numbers you have to change the B unit's road number……*

EMD NW2/SW7: due mid 2004: *Still no word from BWL as to the paint scheme on the SP units, no one seem to know even though the Switchers are in the paint shop as we speak…..*

There are too many "new" models to list them all, so a trip to your local "train Store" or favorite "hobby shop" should be on your list of important things to do. Take a friend with you to the local Hobby Shop, the trip could produce a new model railroader with which you can share this great hobby. So long for now, until next time.

Carl

Secretary/Treasurer's Report

by Elbert Smith

LSR Financial Condition:

For the three months ending March 31, 2004.

Beginning Total Gen. Fund Balance. 01/01/2004			$4,535.60
Beginning Div. 1 Sub-Account			$270.13
Income			
Ad, Dealer		$20.00	
Ad, Pike	176.00		
Convention 2003 Income	1,410.58		
Division 1 Income		380.00	
Life Memberships	113.00		
LSR Car Sales		805.75	
LSR Dues		117.00	
LSR Dues From NMRA		746.00	
Vanguard (CD Fund)		26.08	
Vanguard (Convention Fund)		18.26	
Vanguard (Life Fund)		18.52	
Subtotal			$3,831.19
Expenses			
Cars 2004		984.00	
Convention General Expense		28.63	
Division 1 Expenses		128.99	
Marker Lamp Printing		792.65	
Sec.-Treas. Expense		14.84	
Trustee-Travel Expenses		250.00	
Subtotal			$2,199.11
Ending Total Gen. Fund Balance			$6,167.68
Ending Div. 1Sub-Account			$521.14
Ending Lone Star Region Balance			$5,646.54

New Members:

Please welcome these new members and invite them into your Division's activities.

Gordon Lawson – Houston, TX
Michael Phillips – Dallas, TX
Robert Hirsch – Spring, TX
Russ Krohn – Houston, TX
Bennett Woll – Livingston, TX
Doug Andreasen – Trophy Club, TX
Verna Mueller – Arlington, TX
Lennard Burres – Plano, TX
Thomas Levens – Dallas, TX
Michael Schick – Rowlett, TX
Alex Barfitt – Fabens, TX
William Hemmeter – Houston, TX
Peter Vanvliet – Houston, TX
Brady McGuire – Sherman, TX
Glen Buie – Richland Hills, TX
Luverne Ward – Dallas, TX
David Campfield – Dalhart, TX
Barry Bogs – Spring, TX
Richard Jones – Houston, TX
Per Harwe – Plano, TX
Brad Zavattari – Dallas, TX
Ed Adams – Lampasas, TX
Stan Aldrich – Houston, TX
Lawrence Dietrich – Webster, TX
James Sandifer – Meadows Place, TX

New Life Member!

Peter C. Pierce is our newest Life Member with membership number L-162. He lives in Arlington, TX, Division 1. Thanks, Pete!

Your new LSR Sec./Treas. had to learn how to print Pete's attractive new Life Membership certificate and how to iron his spiffy new laminated membership card. You can have ones like them and a Life Member cloth patch too! Contact me to find out your Life Member cost, which is calculated according to your birth date. My mail and e-mail addresses are listed inside the front cover.

The LSR membership roll listed 665 members on March 31, 2004.

Pike Ads

HAMLIN, OUTER BELT & ORIENT RAILROAD

AUSTIN, TEMPLE & SALADO FALLS R.R.
HAMLIN & RIO GRANDE NORTHERN R.R.

FRED M. SPRINGER • (254) 947-5715
P.O. Box 1163 • SALADO, TX 76571

MILWAUKEE SOUTHWESTERN

"THE LINDAS"
WACO, TEXAS

South Texas Terminal Ry.
THE HARRISBURG LINE
Dave Milton — Houston

T&NO All Ways On-
'THE BORDERLINE'
Ed Quin

DAWCHA SOUTHERN RAILWAY CO.
IRON HORSE ROUTE
CHARLIE SPANGLER, PRES. 830-885-4515
2351 Rolling Creek
Spring Branch, Tx 78070-5656

PARALLAX RAILROAD
The Viewpoint Line
Lawrence K. Redmond, CEO
18722 Upper Bay Road
Nassau Bay, TX 77058
Phone: 281/333-4534

CASEY LINES
Route of the Streamlined
"ANGELINA"
Ken & Angie Caulking
1934 Brimberry Street
Houston, Texas 77018
"LSR Operators Welcome" (713) 682-5240

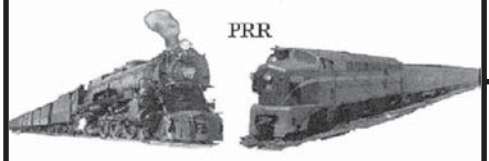
Santa Fe
Texas Gulf Div
Bayou Sub
Rick White - Seabrook, Texas

Tall Pine Lumber Co. RR
West Coast Logging in On3
Chuck & Laurie Lind
College Station, Texas

Delta & Canyon Southern RailRoad
A Union Pacific Subsidiary
Established June 3rd, 1955
Dick Schneider
CEO & General Manager
418 Crossbow Dr.
New Iberia, LA 70563
TRAINS42@aol.com (337) 364-6931

Gulf & Denver Railroad Authority
Home of the
Gulf & Denver Railroad
St. Charles & Western Railroad
Port Allen Terminal Railroad
Lone Pine & Eagle Pass Rwy.
LOCKHEED MARTIN RECREATION ASSOC.
RAILROAD ACTIVITY
FORT WORTH, TEXAS
Railroad Activity http://www.lmra.org/activity.html

THE ALLEGHENY RAILROAD
HORSESHOE CURVE
ALTOONA



Jerry Schoenberg
Carrollton, Texas (972) 242-9053
arrjerry@aol.com

Ruptured Duck & Dafler R.R.
1½" Scale 7½" Gauge
James C. Dafler 560B S. Renfro Dr.
Devine, TX 78016 830-663-5786
E-mail **RD**and**DRR**@devtex.net

WEST VIRGINIA WESTERN
"THE SHINE LINE"
HOUSTON, TEXAS HO & 11/2" SCALE

Why?
Is your add not here

SC&W
Gilbert Freitag Houston, Texas

SAMRA
The San Antonio Model Railroad Association
The Bob Clarke Heritage Rail Museum
4000 Sq. Ft. Layout and Museum
7702 Narrow Pass, Live Oak, Texas 78233
Meetings are 2nd Friday of every month.
Annual Jamboree last weekend in January.
Family Train Show first weekend in August.
Contact: John Barteau (830) 249-2936
www.trainweb.org/samra

Gulf Coast Chapter,
National Railway Historical Society, Inc.
For membership information write:
P.O. Box 457
Houston, Texas 77001
Or Call (713) 631-6612

NEVADUN RAILROAD
Jim Packer
Colleyville, Texas
817-514-7291
E-mail jpacker11@attbi.com
Website –WWW.NEVADUNRAILROAD.COM

KINGS CREEK & GULF — CAPE ABLE & PORT ENTOUS
KCG LINES — CAPE
With Trackage Rights On The DALLAS
TOM LEMING — JACK LEMING

MID SOUTH RAILROAD CLUB
BATON ROUGE, LA
MEETINGS: EVERY TUESDAY @ 7:00PM
HO WALK AROUND WITH NCE-DCC
JWG3RD@AOL.COM

Dealer

G & G MODEL SHOP, INC.
2522 Times Boulevard • Houston, Texas 77005
(713) 529-7752

PAPA BEN'S TRAIN PLACE
Ben Pearlman
2506 South Boulevard • Houston, Texas 77898
Fax: 713-523-6606
713-523-5600
papabens@pearlman.com

"MODEL TRAINS AT DISCOUNT PRICES"
LESTER'S BOXCAR WORKS
http://www.lesterboxcarworks.com
lstrep@txcyber.com LBW 1-979-690-0339
4902 BAY OAKS CT
COLLEGE STATION, TX 77845
CARL & PAT LESTER, OWNERS

THE TRAINCELLAR
SPECIALIZING IN HO, N & Z SCALE MODEL TRAINS
Larry & Annie Nalewak
9 N. White Heron Drive
LaMarque, TX 77568-6545
Phone/Fax (409) 935-8029 • e-mail: TRAINCELLR@aol.com

HHbc Enterprises
RAILROAD MEMENTOS & CRAFTS, Etc.
Henry & Diane Tolley
Phone: (713) 680-3514 • Fax: (713) 680-9112
P.O. Box 924963 • Houston, Texas 77292-4963
e-mail: hht1@hotmail.com

Advertise You Business Here!

For Information on Dealer and Pike Ads
contact
Elbert Smith
518 Granada Drive Garland, TX 75043 972-681-0017

Visit our web site: ajmodeltrains.com
A modular layout that goes where you go!
AJ MODEL TRAINS
10910 Old Katy Road
Houston, TX 77043

Table Top Modules

Pike Ads

PURGATORY & DEVIL RIVER RAILROAD
SERVICE TO THE HIGH COUNTRY
MOUNTAIN RAILROADING IN HON3
http://www.purgatoryanddevilriver.com
Paul Richardson - Purgatory Division
Duane Richardson - El Lobo Division

ADVERTISE AT YOUR PIKE

ADVERTISE YOUR PIKE

GRIZZLY RIDGE R.R.
1881 Grrr 1889
The Bear-ly Make It Route
A 6' Division of the
Ark-La-Tex Modular Club
Tom White Haughton, La.

NMRA
COMPUTER CONTROLLED OPERATION
THE SOUTHERN RAILWAY
OF DALLAS
HOME OFFICE
12115 Snow White Dr.
Dallas, Texas 75244-7354
Web Site: www.eisanfamily.com/smr.htm
A FAMILY OWNED OPERATION
PRES. Don Eisan
PHONE: (972) 620-1030
THE SOUTHERN SR RAILS THE SOUTH

YOU COULD BE HERE

Support the LSR Advertise Your Pike

The TEXAS CENTRAL
The eyes of Texas Are Upon You!
Lone Star Route
Bob Batson
1914-56th Street
Lubbock, TX 79412

MAPLE VALLEY RR
Chuck & Karen Wilson
Georgetown TX
(512) 931-2715
caw229@cox-internet.com
MAPLE VALLEY RAILROAD

FARMERS GRAIN & TERMINAL
SHORTLINE RAILWAY
TIMETABLE No. 12
CHURCH LANE — COMMERCIAL ST.
W. J. Zahn PRES. - GEN. MGR.
A. C. Zahn TREAS. - DINING SUPT.
Tara Dawn Walker FRT. & PASS. AGENT
Traffic Dept: 270-0702